

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4548.

日八月十三年三月廿八

FRIDAY, MAY 13, 1904.

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號三十月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000.
CAPITAL PAID-UP 18,000,000.
CAPITAL UNCALLED 6,000,000.
RESERVE FUND 9,320,000.

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENSIN, PEKING.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD. PARIS BANK, LTD. THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI, Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000.
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$ 6,500,000.
RESERVE LIABILITY OF PROPRIETORS: \$10,000,000.

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
A. Haupt, Esq. C. A. Tomes, Esq.
H. Schubert, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXEI DEPOSIT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. J. Focke, Esq.
Greasy Evans, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000.
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsinling (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTRO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904. [25]

TRADE



MARK.

TELEPHONE No. 136.

ASK FOR

CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904.

Banks.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK
LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VIEUX ROAD CENTRAL,
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000.
PAID-UP CAPITAL 2,500,000.

Head Office—SHANGHAI.
Branches and Agencies.

CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.

4 7 " " " 6 " " " 12 " " " 5 8 " " " E. W. RUTTER,
Manager.

Hongkong, 18th August, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000.
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000.

RESERVE FUND £725,000.

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER CENT.

" " " 6 " " 31 " " " T. P. COCHRANE,
Manager.

Hongkong, 24th December, 1903. [24]

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND

BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hot at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [31]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000.
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsinling (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTRO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904. [25]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA via SHANGHAI,	CEYLON	About 20th May	Freight and Passage.
(Passing through the Inland Sea.)	C. F. Lockstone, R.N.R.	May	Passage.
LONDON, &c.	CHIUSAN	May 21st, Noon.	See Special Advertisement.
	W. B. Palmer, R.N.R.		
SHANGHAI	COROMANDEL	About 21st May	Freight and Passage.
	C. R. Longden		
LONDON and ANTWERP via SINGAPORE, PENANG,	MANILA	About 25th May	Freight and Passage.
COLOMBO and PORT SAID	H. G. H. Lewellen, R.N.R.		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th May, 1904. [4]

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is. Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested and assimilated by even the most feeble constitution.

37]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

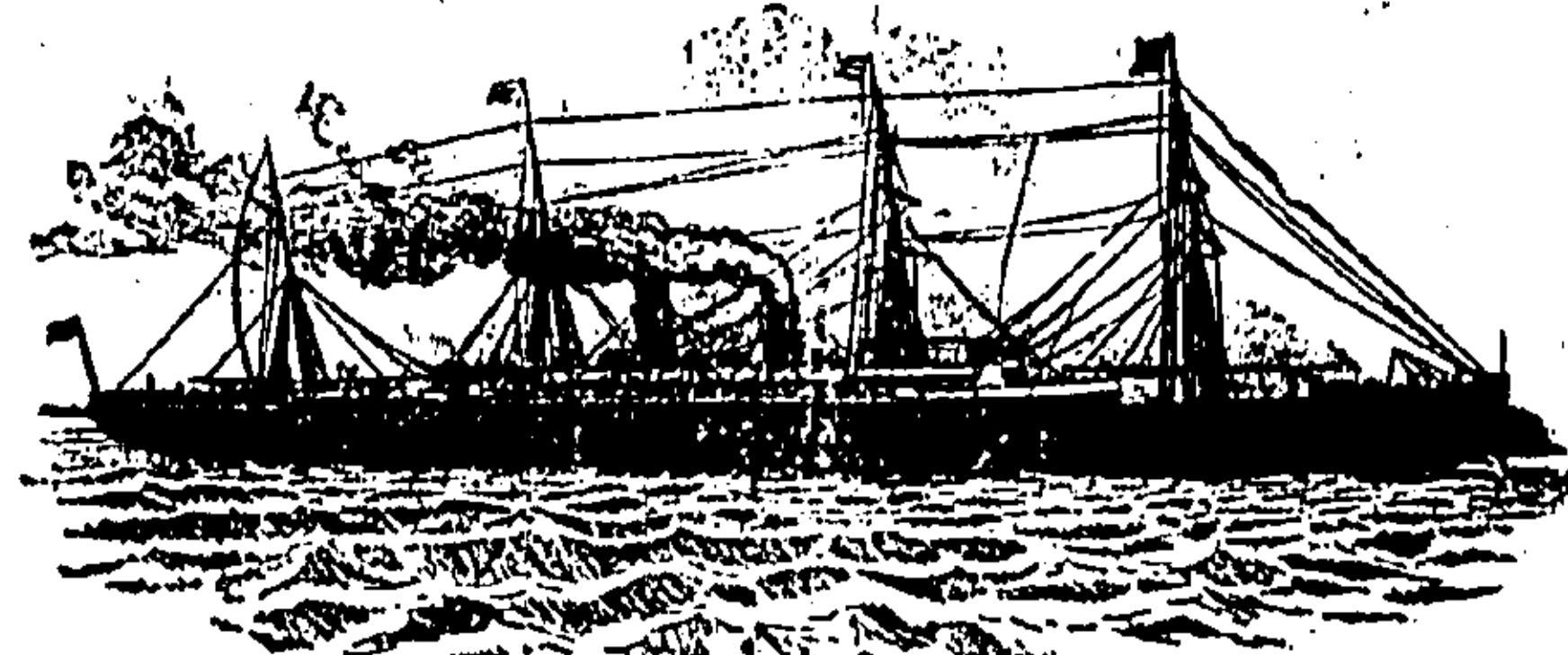
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"CHINA"	5,060	TUESDAY, 28th June, at Noon.
"DORIC"	4,784	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	TUESDAY, 2nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th May, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Central Cities of the United States, via Overland Railway, to Havana, Tripoli, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

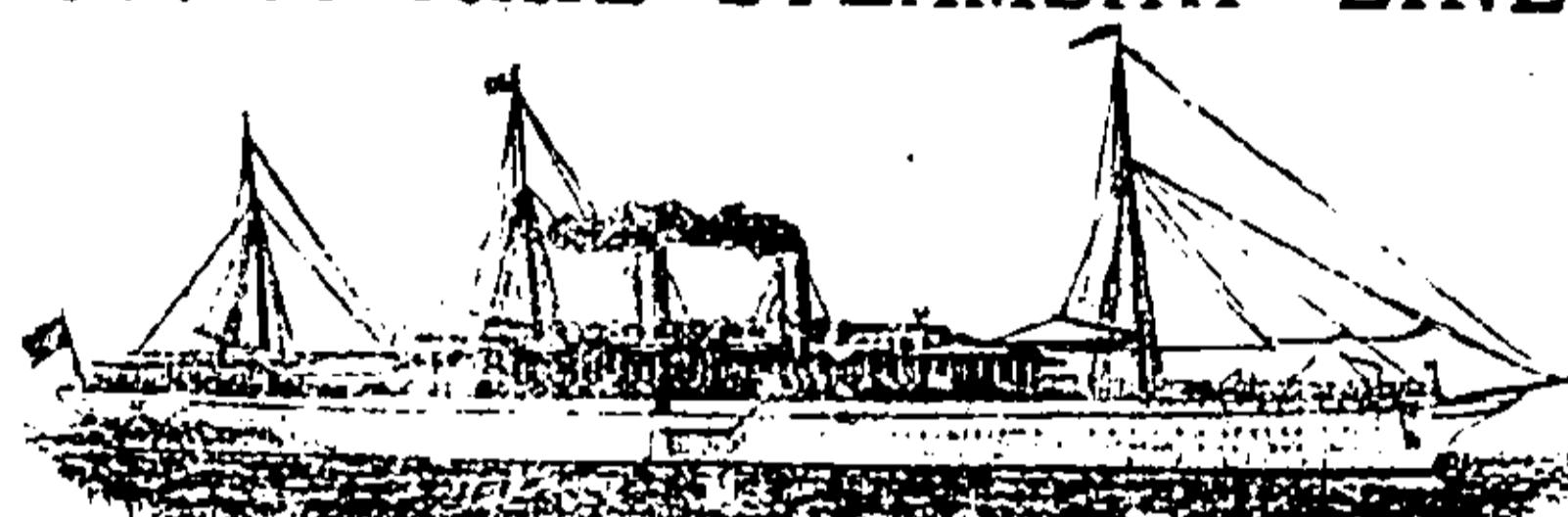
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information is to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 12th May, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY, SPEED, PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons | SATURDAY, 21st May. |

"EMPERESS" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons | SATURDAY, 21st May. |"EMPERESS OF CHINA" 6,000 | WEDNESDAY, 1st June. |"EMPERESS OF INDIA" 6,000 | WEDNESDAY, 22nd June. |"EMPERESS OF JAPAN" 6,000 | WEDNESDAY, 13th July. |"ATHENIAN" 2,440 | WEDNESDAY, 7th July. |"EMPERESS OF CHINA" 6,000 | WEDNESDAY, 3rd August. |

Hongkong to London, 1st Class..... 1/4 St. Lawrence Ld. via New York £62.

Hongkong to London, Intermediate on
Steamers, and 1st Class Rail..... £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Peader's Street.

[10]

Hongkong, 12th May, 1904.

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D. W. CRADDOCK, Acting General Agent,

9, Peader's Street.

[10]

Entertainment.

THE
HENRY DALLAS
MUSICAL DRAMATIC CO.

RETURN SEASON.

TWO WEEKS ONLY.

GRAND OPENING NIGHT,
MONDAY, 16TH MAY,

"KITTY GRAY."

TUESDAY, 17TH MAY,

"KITTY GRAY."

PLAN AT THE

ROBINSON PIANO CO., LTD.

Hongkong, 7th May, 1904. [506]

Notice of First.

CANADIAN PACIFIC RAILWAY
COMPANY.

NOTICE.

FROM this date and during my absence from Hongkong, Mr. D. W. CRADDOCK will be in charge of this Company's business.

D. E. BROWN,
General Agent.

Hongkong, 11th May, 1904. [609]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [52]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of May, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Hung Hom in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty, the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upper Price.
			M.	ft.	ft.	ft.			
Marine Lot No. 53.	Hung Hom	405	400	310	300	18290	1400	38,025	

Hongkong, 6th May, 1904. [594]

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN COAL.

Apply to

RITCHIE & Co.,
39, Des Vaux Road.

Hongkong, 22nd April, 1904. [531]

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, OHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 1st May, 1904. [51]

Intimations.

THE
ROBINSON
PIANO
CO., LTD.

INVITE INSPECTION OF SOME

SPECIALLY
FINE
SAMPLES
OF
UPRIGHT PIANOS

RACHALS,
STUART,
&c., &c., &c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE of a FULL GRAND.

Hongkong, 13th May, 1904. [39]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Satinette

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [608]

SEE THAT YOU GET GOOD BREAD
ON YOUR TABLE.

M. R. H. RUTTON JEE is prepared to DELIVER BREAD in HONGKONG and KOWLOON. The Sanitary arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

THE BEST FLOUR IS USED.

BROWN BREAD made from the well-known Graham flour. A specialty.

Special rates to Hotels, Messes, Clubs, Boarding Houses, and large consumers.

H. RUTTON JEE,

No. 5, D'Agulier Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 10th May, 1904. [72]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

MEE CHEUNG,
PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice House Road.

I S now in a position, in his New and Convenient Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1904. [15]

RULERS OF THE WORLD.

LORD WOLSELEY ON THE EMPIRE OF CHINA.

"I feel quite confident—knowing from my own experience what a brave and clever fellow the Chinaman is—that were I accorded the necessary power and given an absolutely free hand by the Chinese Government, I could, in the space of two or three years, provide the Chinese Empire with an Army that would be second to none in the world!"—Viscount Wolseley to the *Daily Mail*.

The situation in the Far East will have a special interest for Lord Wolseley, who, with the vast experience of a great soldier and mind of a statesman, has long held a profound belief in the essential greatness of the people of Asia.

The notable message which Lord Wolseley has communicated to the *Daily Mail*, especially interesting at this moment, calls to mind a striking passage in his autobiography, where his lordship expresses the opinion that the Chinese are the coming rulers of the world.

"There is no nation, numerically as great as China," (his lordship writes), "whose customs and modes of life are so generally common to all parts of their vast empire. To me they are the most remarkable race on earth, and I have always thought and still believe them to be the great coming rulers of the world. They only want a Chinese Peter the Great or Napoleon to make them so. They have every quality required for the good soldier and the good sailor, and in my idle speculation upon this world's future I have long selected them as the combatants on one side at the great battle of Armageddon, the people of the United States of America being their opponents."

Lord Wolseley has courteously allowed us to quote for our readers some interesting passages from an article he contributed to the *Metropolitan* in 1895, when China and Japan were at war; and the following extracts from this survey of the Far East at that time are again topical to-day.

THE RISE OF JAPAN.

"When I visited Yeddo and the Ports of Japan, in the winter of 1860-61, the country was ruled upon the most exclusive Japanese methods. The people were held in subjection by an hereditary nobility, who ruled them with a rod of iron. They were then far behind China in all matters connected with sea power, for in order to present any communication with foreign places, all Japanese junks were, in accordance with law, constructed with low, open sterns, so that they dared not venture beyond a few miles from shore. Besides, while the Chinaman had always been a good sailor, the Japanese never had been so. But there was then nothing apparent to the foreign traveller in Japan which foretold the serious changes in political constitution and system of government which were impending. The great social and political revolutions, which brought about these changes were effected without any outside help or the pressure of foreign war."

"No one can be blind to the enormous strides in progress Japan has made, the immense reforms she has effected, and the powerful nation she has converted herself into during the last quarter of a century. It is a most amazing reformation and change from a condition of impotence into one of greatness and power. History tells us of no similar revolution in so short a period. Her rulers have had the wisdom to make their progress in military and naval power keep pace with their social reform and ever-rising mercantile prosperity. The result is the creation of a power in the Eastern seas that must in future be always taken into consideration by Western statesmen."

CHINA AS A GREAT POWER.

"For the historian it is a point of interest to note that while aristocratically governed, Japan deliberately and peacefully revolutionised its own Constitution from top to bottom, converting itself into a powerful monarchy, very much upon English lines, the Chinese people, possessing no aristocracy, and among whom the hereditary principle is practically unknown, where no title or position in the State descends from father to son, whose ideas are socially democratic, have been entirely unable to reform themselves, or even to sow the seeds that would in time bring forth a harvest of national strength."

"What are the chances in favour of China becoming a great Power in the world when this war comes to an end? She possesses—in my humble opinion—every essential requisite for national greatness, though at this present moment she seems to lack the power to organise and properly mould and direct the energy of her vast population. If Japan were able to reform herself within and without when under no pressure, why should not China do so now, when the weakness of her political constitution and the absurdity of her out-of-date national institutions have become evident to even the least educated of her classes?

"Whatever may be the form of government involved through her defeat, I think it may be assumed that she will, without loss of time, create a regular army upon European lines. I can see no limit to the size of the army she could raise, and, according to my estimate of the fighting qualities of her men, I think it ought to be the first army in the world. Indeed, I can see no reason why in the next few generations it should not, if properly led, turn out Asia every European Power now holding territory there."

THE CHINESE SOLDIER.

"Few races could make better soldiers than the Chinese would if under British officers, and when once their army had been thoroughly trained according to European methods, I feel confident that a first-rate set of native regimental officers would soon come into existence. But before this desirable end can be accomplished, there must come about a complete change of feeling on the part of the people towards the men who have to fight their battles for them on land and sea. In Japan

the soldier has in all ages headed the list in the scale of social precedence, and he has always been esteemed by all classes. But the reverse of this had been the case in China, where the soldier has long been, and is, consequently, universally despised. This contempt with which the Chinaman has for generations viewed the soldier's profession has been in itself a complete bar to military efficiency. The father would not put into the army the son who, he thought, possessed sufficient ability to command success in any other walk of life. Indeed, it was only what we may fairly call the rubbish of the nation who ever became officers in the Chinese Army. The rank and file have for ages been drawn from the lowest, most idle, and most dangerous class in the Empire."

THE HAND OF A NAPOLION.

"I believe the Chinese people possess all the mental and physical qualities required for national greatness. They love the land of their birth with a superstitious reverence; they believe in their own superiority, and despise all other races. They are fine men, endowed with great powers of endurance, industrious and thrifty; they have few wants and can live on little, and that little poor food. Absolutely indifferent to death, they are fearless and brave, and when well trained and well led make first rate soldiers. I have seen them under fire, and found them cool and undismayed by danger. If they were provided with a small proportion of English officers, and were organised as the Egyptian army has been by us since 1882, their army would soon be, according to my opinion, one of the finest."

"This hardy, clever race, whose numbers are to be counted in hundreds of millions, needs only the quickening, guiding, controlling hand and mind of a Napoleon to be converted into the greatest and most powerful nation that has ever dictated terms to the world! But a Napoleon does not always appear when wanted!"—*Daily Mail*.

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Hongkong, 7th May, 1904.

Per C. G.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 13, 1904.

THE RAILWAY QUESTION.

In an editorial in the columns of our junior morning contemporary the writer once again brings to public attention the dilatoriness on the part of the British concessionaires to construct the line between Hongkong and Kowloon. So long as the agitation is kept up on plausible grounds, we think it will be generally admitted that the stimulating effect of public criticism might succeed in arousing the inactivity of the Syndicate into action. At any rate, pressure might be brought to bear upon either the British and Chinese Corporation or the Government to prosecute an undertaking which a concensus of public opinion in the Colony pronounces as of paramount importance in order to preserve the commercial integrity of this important British port. This end is more easily attainable by agitation on sound and well-defined lines such as those, we presume, which must already have been in view by the leaders of public opinion in Hongkong when the pronouncement was definitely asserted in high quarters that the construction of the line of rails to connect Kowloon with Canton, cannot, with safety to the interests of the port, be much longer deferred. Any alarmist view of an imaginary prospective competitor to Hongkong, however, when expressed in public print, is to be deprecated. Such a view is taken in the article of our contemporary to-day. The proposed Macao-Canton railway is trotted out as the bugbear of which Hongkong should hold in dread. The article recites a few preliminaries relating to the concession granted to Senior Azevedo Castello Branco that are already familiar to readers of the Telegraph months ago, and associates the visit of Mr Chan Fong (a member of the Luso-Chinese Syndicate formed for carrying out the preliminary survey of the line) to the St. Louis Exposition with the idea of obtaining assistance from American capitalists. The assertion is also made that the line will naturally be built by Americans, will join the transcontinental line at Canton, and will provide the necessary coastal terminus. Portugal practically will have nothing to do with it, and as Belgian capital has supplanted American capital on the Canton-Hankow line, by a transaction in shares, it is likely the proposed Macao-Canton Railway will eventually come under the same ownership, which is nominally Belgian and may be French. In reality, the substantial facts in connection with the proposed survey and the contemplated construction of the line, assuming the ratification of the concession was effected, as reported, by the Waiwupu on the 4th March last, have not been altered since the Syndicate was formally constituted under the chairmanship of Minister Branco at Macao weeks ago, as fully reported in these columns at the time. The composition of the syndicate is a Luso-Chinese one, the subsequent admission of another member having been made on the grounds of expediency, it being considered of distinct advantage to the promoters to have a member associated with them whose influence in financial circles is not to be despised in a matter in which monetary assistance is of no little consideration. The fear of the concession passing into American hands is more imaginary than real. Should it ever be in British interests to acquire shares in the concern, there need be little apprehension that American capitalists will absorb the entire undertaking. The coincidence that one of its Chinese members happens to be an American subject with large landed interests in one of the districts through which the railway is designed to pass does not alter the fact that, were international consideration to play any part in future, and at the moment it appears entirely hypothetical, in the syndicate, the British element is not wholly eliminated. We write from no second-hand information, but base our assertions upon indisputable knowledge of the actual facts. There is little fear that the Macao-Canton railway will act as a factor to usurp the position to which Hongkong has attained in the trade of South China. If anything, the Portuguese line will assist in bringing to this important entrepot

of trade much of the agricultural wealth of the district of Heungkang which the line is destined to tap, and so ultimately redound to the benefit of our shipping which is here ready to carry the produce and the wealth of the neighbouring districts of South China to any part of the world.

LOCAL AND GENERAL.

THE issue of a London County Council loan £5,000,000 worth of 3 per cents. at £90 was covered 40 times over.

A NEW Australasian swimming record was established at Auckland the other day by Cavill, who covered 220 yards in 2 min. 29 sec.

COMMENTING on the declining birth-rate, the Daily Mail says that if Australian population does not increase, British power in Australia is doomed.

THE Daily News states that the Czar wept on hearing of the Peterhof disaster, and exclaimed, "God wills it. His plans are inscrutable. His will be done."

LARGE contracts are being entered into by the shipbuilding firms at Elswick (England) for the construction, after the war, of men-of-war to replace those lost by Russia.

A CONSPIRACY is reported to have been hatched in America to assassinate the Pope. The Italian Government has been informed, and the greatest vigilance is being exercised.

SOUTH AFRICAN shares show great activity on the Stock Exchange, and values have risen many millions of pounds during a recent week. The buying is being done principally by professionals.

NEWS has been received from Thursday Island of the death of Captain James Usher, the well-known Torres Straits pilot. Deceased was well known in Messrs. Burns, Philp, and Co.'s service.

FOR the fourth time Edward Sharp, an unemployed seaman, was charged before Mr. Gompertz, by Inspector Gourlay, with being drunk and incapable in the public street. \$15 or 14 days was the result.

A MYSTERIOUS explosion has occurred in a St. Petersburg hotel, one man being blown to atoms. He is supposed to have accidentally knocked over an infernal machine. It is believed that a nihilist plot against some prominent personage was intended, the accident frustrating it.

A YOUNG Chinese beachcomber bumped up against a native farmer, in Connaught Road, yesterday, and, slipping his hand into the latter's pocket, extracted his purse containing \$10, and some keys and papers. This morning he went to three months' hard labour, with three hours in the stocks.

MRS Ashmead and her son have been arrested in Philadelphia, U.S.A., on a charge of being accessory to the death of two young women at their domicile, in suspicious circumstances. At the inquest the Coroner, Mr. Dugan, referred to the alleged existence in the city of a syndicate for the conduct of illegal practices. Mr. Dugan declared that he had evidence that the syndicate had a crematorium for burning infants, dead or alive, with a view to destroying evidence of malpractices.

ONE of the experts in the Department of Agriculture at Washington has discovered that Bordeaux mixture—a well-known agricultural vermicide, composed of copper, sulphate of lime, and water—will destroy mosquitoes and make stagnant pools as clear as crystal. As mosquitoes and stagnant water play a large part in the dissemination of typhoid and malaria, the Department hopes the discovery may bring about a considerable diminution in typhoid and malarial fever cases.

GENERAL Booth, of the Salvation Army, is organising an Imperial Labour Bureau for the purpose of sending "submerged" emigrants where they are most needed. An appeal is made for £1,000,000, and it is hoped that the British and Canadian Governments and the Australian and South African States will subscribe £500,000 each. A conference of Salvationists from all parts of the world is shortly to be held in London, and afterwards General Booth intends to visit Australia in furtherance of his scheme.

THE death is recorded in German papers of Herr Franz Borich, whom the Germans claim as the inventor of picture postcards. No English illustrated card appeared before 1891. The first French card appears to have been issued at the time of the Tsar's visit to Paris in 1896. It was long believed that nothing could be found, even in Germany, of an earlier date than the Nuremberg Exhibition card of 1882. But cards were, it now appears, printed in colours from Herr Borich's designs as early as 1872. Research has also brought two earlier sets of cards to light.

THE best method known in Calcutta to-day for extinguishing fires in ships holds with the least possible damage to the cargo, is, says "Max" in *Capital*, by the application of liquid carbonic acid gas discharged from cylinders into the hold. Every engineer on board a steamer and every carpenter on board a sailing vessel could each devise of himself the best method of applying the gas in the event of a fire. A supply of charged cylinders can readily be obtained for each voyage. The expense is very little, and the possession of these appliances may mean the saving of the vessel, her cargo and crew, when, without them, all might be lost.

MR. F. B. Deacon, hon. secretary of the Hongkong Gymkhana Club, has requested us to state that, owing to the alterations in progress in the Hongkong Jockey Club's enclosure, the Gymkhana Club will hold no meeting this month.

THE Daily Express asserts that all the maritime nations with the exception of Great Britain are favourable to the holding of a diplomatic congress for the purpose of considering the adoption of an international code of maritime law.

EARL Selbourne, First Lord of the Admiralty, speaking at Bath, stated that the recovery of the remains of an optical tube and the marks on the conning-tower of the submarine A1 showed that she had dived directly she detected the latter. Three seconds more would have taken the submarine underneath.

IT is reported that General Altavater, Acting Commander-in-Chief of the Russian Artillery, has disappeared. He is supposed to have committed suicide. Thinking that war was improbable, General Altavater disobeyed the orders of the authorities by sending seven batteries of light mountain infantry to the Polish frontier, instead of to the Far East.

BY kind permission of Lt. Col. Ironmonger and officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) from 8 to 9.30 p.m.

PROGRAMME.
March "The Uhlans' Call" Ellenberg
Overture "Stradella" Flotow
Selection "Merrie England" German
Song "The Caterpillar and the Rose" Carey
Selection "Kitty Green" Monckton
Valse "Benefanten" Gangl
Cake Walk "Jolly Nurses" Berger
God save the King.

MR. Gompertz, Police Magistrate, has expressed his determination to put a stop to the destruction of trees on public land, and this morning sentenced a large number of Chinese to pay fines of \$5 each, with the alternative of seven days' imprisonment for breaking off branches from trees, along Plantation Road and at Magazine Gap. Several of them pleaded that they had broken their carrying poles, and wanted new ones, but did not wish to pay for them, as they cost from 10 cents to 30 cents each. They were severely reprimanded and warned.

THE cost of cremation compares very favourably with that of ordinary burial, the average cost of the latter all over the United Kingdom being £10. Cremation, even in its initial stages, costs at Woking £6, which includes a simple urn for the ashes; at Golders Green, one guinea for residents and three for outsiders; and at Glasgow, £2, though this price could be reduced to 10s were the process more generally adopted. In countries where it is largely practised the cost is comparatively trifling. Thus in Denmark it can be done for 8s, at Zurich 35s, at Breslau 3s, at Padua 2s 4d, and in Japan for 9d.

THE sale of the well-known Sydney-owned barque *City of Hankow* to the Admiralty for service as a store ship at Sydney is reported. The vessel has been secured for service as a coal and stores hulk, and will be used principally in connection with the new flagship *Euryalus*. The vessel was placed under offer to the Admiralty by Messrs. Nelson and Robertson, and after the usual survey she was inspected by Vice-Admiral Fanshawe, and found to be in every way adapted for the requirements of the navy. The *City of Hankow* is a Clyde-built vessel. She was launched at Glasgow in 1869. In her early days she ranked among the fastest ships afloat, and she has many fast passages to her credit both in the China and Australian trade. The *City of Hankow* is an iron vessel of 1,133 tons.

THERE was some amusement in a Sydney Court the other day, when the names of a number of Chinese were called to appear on summonses charging them with selling pak-a-piu tickets. Twenty-seven Chinamen were concerned. In some cases the offenders feared being sentenced to imprisonment and some obliging and indifferent fellow-countrymen had come forward as willing substitutes, ready to undergo any punishment that might be imposed. The work of evicting the proxies was carried on briskly for about half an hour. In the case of one defendant, Qion Yick, Senior-Sergeant Kelly was positive in his identification. Scanning his notebook, he took a glance at the voluntary defendant, and then remarked, "He's not the man; Quon Yick has a broad face and a pimple on his nose." Then the man without the pimple was summarily passed out. It was ultimately before the Court. The hearing of the case against those who appeared was adjourned for a week, while warrants were ordered to be issued for the absented.

THE report of Lord Cromer, the British Minister in Egypt, on the state of Egypt and the Soudan in 1903, has been published. The report states that the future of the Soudan depends mainly upon good administration, the increase of population, improved communications, the cultivation of cotton, and cheap fuel. The result of the inquiries as to the approximate population of the Soudan, made by Sir Reginald Wingate, Governor-General of the Soudan, is amazing. Sir Reginald Wingate estimates that prior to the Dervish rule the population of the Soudan was 8,750,000, whereas now it is only 1,870,000. Deaths from disease during the period included in the estimate numbered 3,500,000, while deaths from external and internal war numbered 3,250,000. It is desirable, the report states, to encourage Egyptian immigration to the Soudan. In dealing with Egypt, the report hints that the "taxpayer" has borne a large burden which other countries throw on posterity, and in this connection Lord Cromer emphasises the charges made for irrigation works.

THE Medical Officer of Health reports that, since noon of yesterday, nine further cases of plague have been notified. Two of these were from Caine Road.

AN Imperial exhibition, designed to demonstrate that the Empire is self-sustained in the production of all necessaries and luxuries, is to be opened in London in May, 1905.

COLONEL Youngusband, rebuked and fined an abbot at Gyantze for allowing monks to fight. The abbot prayed for forgiveness, alleging that the Lhassa officials compelled them.

PRESENTATION TO POLICE.

This afternoon all the members of the police who could be spared from duty attended full-dress parade, at the Central Station, when the Governor's award was presented to Sergt. M. O'Sullivan for proficiency during the past year. H. E. the Officer Administering the Government, Mr. F. H. May, C. M. G., accompanied by Mrs. May, M. R. A. B. Ponsonby; Private Secretary to H. E., Captain Hodgson, A. D. C. and a party from Government House, arrived at 3.30 p.m. H. E. inspected the men, in company with Mr. Baddeley, Captain Superintendent of Police, Mr. Ponsonby, Captain Hodgson, and Mr. Wodehouse. Subsequently Sergeant O'Sullivan was called forward, and His Excellency addressed a few congratulatory words to him on the proficiency he had shown. He said it gave him the more pleasure to note that he was the successful candidate for the year as he was a countryman of H. E.'s, and had proved himself a credit to the force, and a worthy member of the community. He had, H. E. added, much pleasure in handing Sergeant O'Sullivan a handsome gold watch. His Excellency then referred to the excellent work done generally, and especially in the late Fire Brigade contest. He called upon the successful competitors, a list of whom has already appeared in these columns, and presented them each with a handsome gold watch-charm, while he congratulated Mr. MacDonald on the work of the Chinese members of the Brigade, for which he was mainly responsible. H. E. then announced that the Kowloon Godown Company, in recognition of the work done by the Brigade at the last fires, had offered a beautiful shield to be competed for at the annual contests of the Fire Brigade. He congratulated Sergeant Grant for the proficiency shown by his section, which had placed it at the head at this year's contest.

The Force was then put through a few drills, after which men were dismissed and the function ended.

A MARINE IN TROUBLE.

A Private in the R.M.L.I. of H.M.S. *Hummer*, was charged this morning, at the instance of Inspector Collett, before Mr. Gompertz, with the theft of two bottles of whiskey valued at 35 cents each, from the shop of Wong Hing, No. 14 Queen's Road, and also with assaulting Wong Sz, the general shop assistant. Wong Hoi, the accountant, said that defendant, with another soldier, went into his shop on the 12th inst. at about 6.30 p.m., and while witness was talking to the other soldier, his defendant picked up two bottles of whiskey and put them in his pocket. Witness asked defendant to pay for them, but he refused, and walked out of the shop. He told the shop assistant to follow the defendant and get the money or the whiskey back. The assistant said that he followed the man and asked him for the price of the whiskey, when defendant struck him over the eye, causing a painful abrasion. He then went back to the accountant, who immediately blew whistle and a constable came up and took the soldier to the station. Defendant stated that he went into the shop with a comrade and bought two bottles of whiskey, and paid \$1 for them. As he was walking along the shop, and told to return the whiskey, he struck one man, and was then arrested and taken to the Police Station. The accountant, re-called, said that no money was paid by defendant to anyone in the shop.

His Worship held that the change was conclusively proved, and while he greatly regretted to have to convict a man who bore a good character, as his captain testified, on such a petty charge, he had no option but to send him to hard labour for fourteen days on the charge of theft, and order him to pay a fine of \$10, or undergo a further fourteen days, for the assault.

And that exactly sums up the situation. It is of national consequence. The fashionable

Bible of the moment is *Omar Khayyam*, that apotheosis of matter-of-fact pessimism. Among clever, refined ladies, immorality seems to be treated, not desired, and this craving for eternal sleep is a curious contemporary feature.

Of course, all creeds are discussed and supported by women, whilst the lay male does his daily task of work or pleasure, and merely listens to the feminine view. But the neurotic

woman of this epoch in London Society is as keen for or against religious belief on the old lines as was the fair sex at the French Court of Louis XV. It is this lack of religion at the helm, which makes her life so irresponsible.

Her aim is shifting, her underlying sentiment is anything worth while. I have written no popular eulogistic treatise, but I have told the truth as seen from within. Others can deduce lessons. What I have set down is sober fact, and has not been over-stated.

FROM A LONDON CLUB WINDOW.

BY A MEMBER.

With London putting on its annual clean face of white paint, and with a large preponderance of notable people still away, it seems opportune to fulfil my pledge to write on the subject of religious Society.

As a matter of fact, Society is so large, and consists of so many cliques, that every form of belief and unbelief has room to flourish and obtain some followers. Therefore, the sweeping assertions that Society is irreligious, which one often hears made by people whose knowledge of it is acquired second hand or from the servants' hall, is absolutely ridiculous.

There are many very "churchy" sets. First of all there is the Low Church set. This consists mainly of elderly peers and peersesses, whilst the younger adherents are either spinster sisters of undedicated age, or foredoomed daughters to be unmarried. The votaries are eminently respectable, they never dine late on Sundays, they have cold supper, and they are sup. on missions, work and drawing room meetings at which preachers address a bevy of ladies, and a collection is subsequently made, whilst they are saying grace.

These are the main parades of those poor folk who have latent religious tendencies, and they usually have ranks in the various religious organisations, and are the backbone of the London Lord Kinnaird set, the

old sirman, the head of a great bank, and one of the most earnest and devout men in any rank of life.

In contradistinction to this there is the Ritualist party. Those who are its votaries in Society much appreciate ecclesiastical miliary and elaborate paraphernalia of Roman Catholic ceremonies. They peruse little manuals and treatises which go in exclusively for Mariolatry, and invocation of saints, and possess medallions and other religious devices. Confession is openly advocated by the unmarried priests, and it is a fact that at the Roman Catholic shop in Paternoster-row where penitential instruments are sold—such as discipline, hair shirts, and crosses with sharp points—practically all the purchasers are so-called Protestants. Every Ritualist seems to have some limit which he will not exceed, and not many emulate Father Maturio and go over to Rome. In this High Church set are much more fashionable people than in the Low Church confraternity; but though they are quite fit to be in Society, they are not much to be seen in smart sets, because they disapprove of a good many things. Within limitations, Lord Halifax is the head of this section, which is active in East-end work.

There is, of course, a regular Roman Catholic aristocracy in London, but it is a little apart. This is first of all due to the fact that very few of the men have been to the great English public schools, and, secondly, because the community is always suspected of a desire to proselytise, which causes its lightest words to be viewed with suspicion; while, thirdly, the more limited scope of the education, and the fact that a good many popular books are interdicted to Roman Catholics, rather hinders them from joining in the free and often brilliant conversation heard at the dinner parties of the best sets. A graver fact is that, either owing to the inter-marriage of cousins or some other cause, there is a large amount of insanity in nearly all the great Roman Catholic families, and

TELEGRAMS.

(Reuters.)

The War.

LONDON, 11th May.

Russia has declared cotton contraband of war, because it is used in the manufacture of explosives.

The *Daily Chronicle's* correspondent at Shantung wires that three divisions of the second Japanese Army Corps, which were being pushed up quickly to co-operate with General Kuroki's force, have defeated the Russians with great loss at Wufengtien. The Japanese artillery was splendidly handled.

It is stated in St. Petersburg that the restoration of the communication with Port Arthur was due to General Stoevessch's having successfully engaged the enemy. The General Staff have no confirmation of this.

LATER.

The Japanese Loan.

The Japanese loan of £5,000,000, was issued to-day at 93½. Viscount Hayashi appeared on the floor of the Stock Exchange as the prospectuses were distributed and received a great ovation. The premium rose to 3½.

The New Russian Loan.

Foreign tenders for the Russian loan are arriving in Paris. The form of issue is still undecided but will probably be a first issue of £24,000,000, and later of £8,000,000.

Sale of Chilean Cruisers.

The Chilean cruisers *Esmeralda* and *Chacabuco* have been sold to a New York firm.

British Interests at Newchwang.

Earl Percy said in the House of Commons that the British Consul at Newchwang had not requested that a gunboat be sent to the port to protect British interests, which Britain had requested the belligerents to safeguard.

The Tibet Expedition.

The *Times'* correspondent at Gyantse wires that the Chinese Commissioner Ma deliberately concealed the Tibetan plot to attack the British Mission on the 5th instant. Mr. Parr of the Chinese Customs, who is Joint Commissioner with Ma, narrowly escaped death; all his servants were butchered.

MINING PROSPECTS IN BRITISH NORTH BORNEO.

Apres of the departure of Mr. G. H. Horne and other prospectors of the B. N. B. Syndicate what progress has the Mineral Syndicate made and what is the hope for the future? These are questions of some moment; for if nothing has been done of late then investment is sure to be checked and depression intensified. Pessimism, however, is not so general as was the case a few months ago. This change has come from the healthier condition of the industry caused by developments of manganese ore at Maruda Bay, where electric work is being carried on by Mr. J. C. Robertson, another representative.

Concerning the manganese deposits we publish elsewhere a valuable extract from the Report of Mr. J. C. Head, F.C.S., F.I.C., who is quite sanguine that by the systematic prospecting of the Maruda Bay District and the opening up of the already located deposits further valuable finds will assuredly be made. From the present state of the developments, with no surveys of the various deposits, no correct estimate may be formed of the ultimate quantity of available manganese ore, though it is calculated that the first year of operations should produce 25,000 tons of good marketable ore. After that time, provided the working of other localities be continued, an output would be available of something like 40,000 tons annually, and this, say, for the next twenty-five years. Considering, therefore, the many thousands of tons of ore reported to be exposed on the surface; the very considerable area over which good ore has been proved to exist; the indications already afforded by the opening up of the present located deposits; that the ores in this district are invariably free of impurities; added to which the fact that a railway is being made to Tanjong Batu, where a pier has already been completed, the outlook is nothing if not propitious.

It is at the Labuk District that the next metallurgical triumph is looked for, and it is an open secret now that a rich deposit of iron ore has been revealed by Mr. J. Saxon, an experienced mineralogist, in the vicinity of the Bidu Bidu hills. The Dist. Officer at the Labuk, Mr. G. C. Irving, informs us that the deposit, which extends three miles northward, is exposed to view all over the surface of the hills and is considered of sufficient value to justify the immediate formation of a company to work it.

Naturally, great preliminary expense must be expected in establishing transport, as the Labuk River above Parengangan is, in succession of rapids, which would by no means facilitate getting the iron ore to the coast. In fact communication with Sandakan would probably necessitate the construction of a railroad. At present a sample of this rich ore is on its way home to be assayed by experts, and upon the quality being confirmed immediate action may be expected. So that Mr. Saxon, who has returned to England with others who have been prospecting for the B. N. B. Syndicate, is to be complimented for having marked an interesting advance in the mining metallurgy of British North Borneo.—*British North Borneo Herald.*

THE WAR.

WAR FUND.

(1) Providing additional comforts in Hospital treating all sick and wounded from the War.
(2) In aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer begs to acknowledge with thanks the following subscriptions for either (or both) of the above objects, as indicated on the subscription-lists. Already acknowledged £5,834 25
H.E. Mr. F. H. May, C.M.G. 100
R. Ponsonby 25
Boys, Queen's College 197 10
English Staff, do 110
Chinese Staff, do 37 50
"Hongkong Daily Press" 100
£16,404 25

It is reported from London that a Russian coasting steamer, recently captured by the Japanese, has been pluckily recaptured from the prize crew. The steamer was seized by a Japanese cruiser early in the war, and a prize crew of eight was placed on board, with instructions to navigate the prize to a Japanese port. The Russian captain, speaking in the East Honian language, which the Japanese could not understand, arranged with his crew to effect a rescue. At a given signal the crew rushed upon the Japanese, seized them and threw them overboard, with the exception of two officers, who were made prisoners. The captain then steered for Vladivostok, where he arrived safely with the prisoners.

Russian details of the disaster to the *Petrovskiy* state that the battleship was retiring before a superior force of the Japanese, and preparing to re-enter Port Arthur. While the Admiral and the crew were breakfasting, the boilers suddenly exploded, and the magazines blew up immediately afterwards. The water rushed in through huge gaps in the hull, and the ship capsized. None of those between decks escaped. Those precipitated into the sea who could swim were rescued by torpedo boats. The Grand Duke Cyril and the captain of the vessel (Captain Yakovlev), who were on the bridge, were thrown against the iron stanchion, the captain being killed. The Grand Duke, who was almost stunned, and was badly hurt on the head and legs and burnt on the body, clambered to the deck and plunged into the sea, where he clung to some wreckage for twenty minutes till rescued by a torpedo boat. Admiral Togo's fleet on the horizon witnessed the disaster.

JAPAN'S TRIUMPH.

The triumph of Japan—that, says Mr. Henry Norman, author of *The Far East*, is the end of the war, which apparently British statesmen and British people regard as safe and, on the whole, satisfactory issue. Mr. Norman believes that no greater mistake could be made.

"The triumph of Japan over Russia," he says, "would mark the beginning of a new era in world affairs. For the first time in modern history an Asiatic race would have conquered a Western Christian race—and the victory would be all the more remarkable in that it had chiefly occurred on the sea, the great field of Western power. The prestige of the West as against the East would be broken. There is not an Oriental nation that would not feel that a new era had dawned—that the injustice and oppression of ages was now about to be destroyed at last."

In every bazaar in India, from end to end of China, in tent and tea-house throughout Central Asia, in Afghanistan, in Siam, in the Philippines, in Arabia, in Egypt, in Turkey, the leaven of unrest, of hope, of the always smouldering enmity to the Western man, would seethe and swell. In Asia all native eyes would turn to Japan, Japan's eyes turn first to China, and with the enormous prestige that the defeat of Russia would have given her she would mould China to her will.

A Chinese civil service, a reformed Chinese Government, and law and education and finance would grow under her fostering care and her wise guidance—all excellent. Then would grow, too, first a Chinese army, and then a Chinese navy—still under Japanese control. The Western Powers would be growing uneasy by this time, and would be protesting and inquiring. But it would not be an inviting task to coerce Japan into ceasing to educate China. "You encouraged me to adopt Western ideas," Japan would say; "why should not China be allowed to make progress also?" And there would be no answer.

Then would arise the cry some of us have long foreseen: Asia for the Asiatics. Then would be the end of Western domination in the Far East. Europe would be there on sufferance. Some may think that this would be just; the countries of the world to the people who live in them. Against this must be set the question whether the restriction of Asiatic predominance over half the world would make for the higher development of the human race."

HONGKONG AS A TRADE CENTRE.

REPORT BY MR. SUTTON.

Mr. J. B. Sutton, Commercial Agent for New South Wales in the East, has furnished to the Minister for Mines and Agriculture an interesting report on the prospects of trade at Hongkong, from which the following extracts are taken:

"Hongkong, being a free port, it is very difficult to obtain detail certificates, but since my arrival in the East I have seen quite sufficient to convince me that Hongkong is one of the most important trading centres in the East, and increasing each year at a very rapid rate. An estimate for the year 1903 equals £60,000,000. Wales commercial community the great value of Hongkong as a centre for our products and trade generally, and being a British port there is no reason why we should not succeed."

During my time in the East I have made a special study of Hongkong trade, and have

been ably assisted by prominent officials and leading merchants. I, therefore, invite special attention to the following, and trust that the information herein contained will be of interest and the means of increased trade.

UNRIVALLED STEAM COMMUNICATION.

Hongkong possesses unrivalled steam communication. During the year 1903 the total tonnage of shipping increased by over 3,000,000 tons, and at no period has the yearly shipping shown a decrease compared with the previous year.

On all sides it has been remarked to me that the Americans and others are rapidly getting a footing in connection with products that could easily be supplied from Australia. I have therefore, especially devoted my attention to the reasons for the preference being given to foreigners, and hope that New South Wales will benefit thereby, and adopt the same methods, otherwise we cannot expect to succeed as others do."

Flour.—The trade of this article is practically in the hands of the Americans, and it is estimated that the imports reach a very high figure; in fact during 1903 over 1,000,000 tons were distributed to local centres from Hongkong, apart from Hongkong requirements.

Attempts have been made to bring flour from Australia, but without success. The American millers have succeeded through no reason but a close study of the exact requirements and prejudices of the Chinese, who are the real consumers of the bulk of the imports. During the last few days I have personally witnessed the arrival of two steamers from Seattle and "Frisco."

AUSTRALIANS V. AMERICANS.

It is the general opinion that, given equal chances, New South Wales millers are in a better position to compete with the Americans, in consequence of the distance from Sydney to Hongkong being much shorter than from the American ports; freights are also now much cheaper from Sydney than is the case with America. The rate of freight from Sydney is quoted at 12s 6d per ton of 2,000 lbs, but it is thought that 10s per ton could be obtained for large consignments. Previous to February, 1904, freights from the Pacific slopes were quoted at 12s per ton, increased to 16s in February, and now a further increase to 20s per ton for March shipments. New South Wales millers have, therefore, this important item in their favour, viz., about 10s per ton less freight, and every advantage should be taken of it. The point to be studied is the f.o.b. price of flour, the best way of presenting it to buyers, and the best way of financing the transaction in order to harmonise with existing customs, and which I most respectfully mention must be respected, for the peculiarities and prejudices of the Chinese must be given full consideration.

(1) Flour, to sell well in this market, should not exceed in price £6 15s to £7 10s per ton of 200 lbs, or 40 quarter-bags. This is the average price of the American flour now selling to this market, and of the standard quality. To introduce the trade, it may be necessary to ask buyers a few cents less per ton than quoted above, at all events at the beginning of the introduction, and also due regard to the following, viz.:—

(2) Whiteness is a very important factor. A flour, to sell well, should be as white as it is possible to produce it, and packed in 200 lbs. cotton bags (49lb. net of flour), and few space empty cotton bags sent with each consignment, so that burst bags could be resilled (when unloading, bags are liable to get a little rough handling). The sacks in which the flour is packed should be rectangular in shape, about 31 inches by 15 inches.

(3) Gluten contents is another very important factor, and must be taken into account, from the fact that the Chinese attach very much importance to it, and take the wet gluten as a basis in their calculations, 32 per cent, gluten being the average standard. This test is applied by every purchaser, and while it is rather crude, it is nevertheless the only method that the Chinese will adopt.

(4) It is of the utmost importance to have trade, or registered, marks (called "Chips" by the Chinese) for each grade of flour, and to always give the same standard of quality for each grade, or standard mark, as any inferior quality being shipped under any particular brand is likely to destroy for all time the trouble bestowed on the introduction in the first instance.

(5) The Australian patent roller, or straight grade, is too good for the Hongkong market, and there is not much chance of its introduction at anything like a high figure, but if this flour can be supplied at anything like reasonable prices, owing to the reported good harvest in New South Wales, there are prospects of business at Hongkong, but for large orders we must produce a flour of slightly inferior quality, and in large quantities.

(6) To introduce our flour, and burst up the American flour monopoly, New South Wales millers must be prepared to sacrifice a little, and adopt the same plans as the Americans, and not to send small hand musters by post as samples, as they are absolutely useless. The miller must send at least five tons, so that proper distributions can be made to likely buyers. The American millers send trial shipments of 100 to 200 tons, and some continue to do this for from three to six months. They do not think of making any profit on these trial shipments, but then they come out on the right side in the long run, for once any particular brand gets favourably known, they can always get firm offers at workable limits.

(7) Quotations from New South Wales should always be made per ton of 200 lbs, or 40 quarter-sacks, free on board at port of loading, exclusive only of freight and insurance; the cost of freight should also be stated at per ton, which is paid on this side to the steamship company. It is always necessary to wire the freight, for the larger the parcel the cheaper the rate. Marine insurance is covered on this side w.o. without limitation with the Union Insurance Society of Canton, Limited.

Soap.—This is an article of increasing value and sale everywhere in China. The quality most in demand, and the brands better known

here, are the "English make," "Gossages," and the Australian "Bursford's Brand." New South Wales manufacturers desirous of securing a share of the trade should closely imitate either of these brands in the make-up of the bars, also colour, weight, smell, and mode of packing, etc. The contents of a box should be 20 bars, 100 lbs net, dark yellow soap. The price should be about 7s per box c.i.f.; anything over this considered too high, and due regard must be given to the printing and packing of the cases.

Butter.—This should be done up in 1lb. tins, packed two in a case, and to cost 10d. to 11d. per tin c.i.f. For local export no other packing or weight of tins is considered suitable for this market. A Melbourne firm have the brand of their butter very well introduced into Hongkong and are selling largely. Their tins are so made that there is no bottom; tins can be opened at both ends, and the printing is the same. The ends or flat sides of the tins have a piece of muslin between the butter and the tin. This is important and a close imitation will command a ready sale. I, therefore, invite special attention accordingly.

Stearine Candles.—The consumption of candles is very great. The packing should be six candles to one paper packet. There are four different weights, viz.:—8jz, 9jz, 10jz, and 16jz per packet—but the 8jz packets command the most requests, and each small wooden case should contain 25 paper packets of candles.

Jams.—New South Wales jams are far superior to those received from England and elsewhere. When visiting some of our New South Wales factories before leaving Sydney, I specially noted the quality of our production, and can, therefore, speak with a degree of confidence. So far as Hongkong is concerned, there is not one brand of New South Wales jam properly introduced to this market. If manufacturers wish to get a footing, they must closely imitate Messrs. G. and E. Morton and Cross and Blackwell's mode of packing, size, weight of tins, colour, and paper wrappers, and also put a patent opener with each tin; the labels to be as near as possible of the same size, with, of course, different brands and wordings. If this is done, there is a good market here, also at coastal ports. English jams are quoted at London at from 2s 1d to 4s 6d f.o.b., but the retail price is, of course, much higher in Hongkong (prices at per dozen).

Tinned Meats.—The Americans at present control the market in the Orient, and unless the New South Wales packers can imitate the get-up of the tins, as well as compete with them in price, prospects of business are not bright. To give an idea, 1lb. tins are selling at about 5s 6d per dozen c.i.f., and in some cases 6s per dozen.

Frozen Meat.—Supplies are still being bought in small quantities to Hongkong, but it is looked upon as a growing concern, more especially if the favourable season will cause a fall in the existing prices. The naval authorities require about 1,000,000lb. per annum, but as they cannot at present give definite information it is impossible to furnish quotations.

Sole Leather.—The weight suitable for this market should not be less than 20lb. and upwards for each piece of leather, and the price about 11d per lb. c.i.f.; but at this price only limited quantities can be sold. If a suitable quality of sole leather can be produced at a lower quotation, there is a good demand. All leather should be well tanned, and much harder than that now being supplied.

Lead.—There is an active demand for New South Wales lead at about £13 per ton retail, and the demand is likely to increase. Old iron, horse shoes, copper, etc.—There is a very good demand and frequent inquiries. A profitable business awaits anyone who will take this business up on a fairly large scale.

Concentrated milk.—There is a growing demand for this milk, but with the exception of Manila, it has not been introduced to Hongkong.

Cold storage.—Cold storage is available, but on a fairly limited scale. At the present, cold storage can be obtained at the following rates:—Butter, 200 lbs. case 1s. 5d. for the first month, and 1s. 1d. for each succeeding month; meat, 1s. 10d. per 100 lbs. for the first month, and 1s. 1d. for each succeeding month.

SEALED TENDERS, in DUPLICATE, will be received by the VICTUALLING STORE OFFICER until Noon on FRIDAY, the 20th May, 1904, for the SUPPLY OF TEA, CEYLON and CHINA, for the use of H. M. Navy for one year ending 31st August, 1905.

Forms of Tender and further particulars can be obtained at the Victualling Store Officer's Office.

Samples to accompany Tenders.

The right to reject the lowest or any Tender is reserved.

Equal quantities of Ceylon and China Tea will be purchased under the Contract or Contracts made for the period named above, viz.—for the one year ending 31st August, 1905.

H. S. VAUGHAN, Victualling Store Officer.

Hongkong Victualling Yard, 13th May, 1904.

THE S.S. "EASTERN."

A large and valuable cargo for the East was secured by the E. and A. liner *Eastern*, which left Sydney on the 20th ult., and arrived at Hongkong this morning. The *Eastern* is one of the newest of the Company's fleet, and her smart and up-to-date appearance has evoked very favourable comment. Her spacious holds are filled with cargo, chief lines being 350 tons lead, 40 tons hemp, 400 bales wool, 50 tons flour, 317 cases potatoes, a quantity of onions (70 tons from Melbourne and 300 cases from Sydney), 313 cases meats, 100 cases frozen rabbits, and 600 boxes butter. The *Eastern* has a full complement of passengers.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Blanks	56s 6d b.

<tbl_r cells="3" ix="

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

WEEKLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUKE
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 7th June.
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>via</i>	"CALCHAS"	On 17th May.
NAGASAKI, KOBE and YOKOHAMA		
S.S. "AGAMEMNON" from Pacific Coast via Japan is due here on 27th inst. from Moji.		
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR

STEAMERS.

TO SAIL.

SHANGHAI	"FOOCHOW"	14th May.
SHANGHAI	"TIENTSIN"	15th "
CEBU and ILOILO	"WUCHANG"	16th "
SHANGHAI	"WHAMPOA"	16th "
YOKOHAMA and KOBE	"CHANGSHA"	16th "
NINGPO and SHANGHAI	"SINGAN"	17th "
SWATOW, CHEFOO and TIENSIN	"KAI FONG"	18th "
CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSU"	18th "
CHANGSHA	"*	2nd June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1904.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st May, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 7th May, 1904.

[8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,370	Bahle	September 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

HONGKONG-CANTON LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; Excursion Sundays, at 8.30 A.M.; Excursion Sundays, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5, and Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 6th January, 1904.

[9]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00

Second Class European 3.00

First Class Chinese 1.50

Second Class Chinese 80

Deck 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALTER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey 54

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [1H]

FOR MANILA (DIRECT).

THE American Steamship

"BINONDO,"

Captain D. Aldamis, will be despatched as above, TO-MORROW, the 14th instant, at 10 A.M.

For Freight, apply to

BARRETTO & Co.,

Agents.

Hongkong, 13th May, 1904. [606]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons Capains. Sailing.

Shawmut 9,600 W. M. Smith May 21

Tremont 9,600 T. W. Garlick June 28

Lyra 4,417 G. V. Williams Aug.

Shipping.

Vessels in Port.	
STRAWBERRY.	
Kasan, Br. s.s. 1,431, Baddeley, 12th May, Tientsin via Chefoo 6th May, Gen. and Mules.—B. & S.	
Bergenhus, Nor. s.s. 2,344, F. H. Svendsen, 12th May, Moji 6th May, Coal.—S. T. & Co.	
Carl Menzell, Ger. s.s. 983, J. Jansen, 11th May, —Choofoo 5th May, Beans.—E. A. T. Co.	
Changsha, Br. s.s. 1,463, T. Moore, 12th May, —Sydney 14th Mar., Gen.—B. & S.	
Chowta, Ger. s.s. 1,115, H. Textor, 10th May, —Bangkok 2nd May, via Hoioho 9th, Rice.—B. & S.	
Glenarney, Br. s.s. 4,026, J. S. Stevenson, R.N.R., 10th May, —Moji 5th May, Coal.—M. B. K.	
Good Hope, Br. s.s. 2,575, J. Harding, 9th May, —Barry 2nd May, Coal.—G. L. & Co.	
Mausang, Br. s.s. 1,644, S. J. Payne, 13th May, —Sandakan (Borneo) 8th May, Timber and Gen.—J. M. & Co.	
Dagnar, Ger. s.s. 900, C. Gosewisch, 13th May, —Rangoon via Singapore 4th May, Kerosene Oil.—Seang Tack Hong Co.	
Clearances at the Harbour Office.	
Haitan, for Swatow.	
Lothian, for Portland.	
Wingchau, for Macao.	
Kwonglung, for Canton.	
Paham, for Bangkok.	
Kampot, for Saigon.	
Saining, for Wuchow.	
Departures.	
May 13.	
Sachsen, for Shanghai, &c.	
Mathilda, for Swatow.	
Kwangtung, for Shanghai.	
Titania, for Shanghai.	
An Pho, for Amoy.	
Artemisia, for Singapore.	
Formosa, for Singapore.	
Kouloon, for Canton.	
Tyr, for Canton.	
Loongsang, for Manila.	
Ischia, for Bombay.	
Migredia, for Moji.	
Kansu, for Canton.	
Passengers arrived.	
Per Pundua, from Singapore—1,030 Chinese.	
Per Mawtang, from Sandakan—Mr. Wheeley, and 33 Chinese.	
Per Kansu, from Tientsin, &c.—Mr. and Mrs. Osbourn, and 10 Chinese.	
Per Wuchow, from Cebu, &c.—Messrs. Hoskyn, Ledward, 26 Chinese and 1 Japanese.	
Per Hailan, from Coast Ports—Messrs. W. Andrews, H. Hempel, Messrs. E. Rodger, N. Rodger, and 19 Chinese.	
Per Empire, from Yokohama—Mr. and Mrs. Donniger, Messrs. J. Donniger, Levy, Dr. and Mrs. Knaggs, Mr. Dowling, Lieut.-Comdr. Coffin, and 17 Chinese.	
Per Eastern, from Australian Ports—Messrs. C. R. White, J. A. Jewett, E. E. Bottomley, D. Butterfield, J. Shaw, T. Marshall, N. Emery Stark, W. H. Wilson, F. W. Bayliss, P. S. Bayliss, and Mr. and Mrs. H. C. Owen, Miss Owen, Miss L. Lewis, Messrs. E. Parsons, J. W. Purves, S. Garrick, Mrs. Bunbury, Mr. J. A. Anderson, Mrs. Hamilton, Messrs. H. M. Hewitt, J. Jackson, Mrs. Grace, Mr. D. Corcoran, Mr. and Mrs. J. Hooper and 5 children, Messrs. O. Persson, A. W. McLean, J. Horo and T. Allan.	
Passengers departed.	
Per Sachsen, from Hongkong for Shanghai	
Messrs. G. A. O. Reilly, R. Campbell, R. Schwab, Oppenheim, C. J. L. Stewart, P. Schimmelbusch Dickson, L. Witte, O. da Cruz, Mrs. Anderson, and Mr. and Mrs. Mahlik, for Nagasaki—Messrs. Robt. Riddock, Matsui, Ninomaya, and Mrs. R. Sperber, for Kobe—Mr. Cheong and family, Messrs. Li Hong Wa, Nu Sze Ching, Nu Hoong-on, Mrs. Ohara and child, Messrs. Asano and Chita, for Yokohama—Dr. Berndes, Messrs. Lum, Tong Chow Tong, Takiuchi and F. Zernichow, Mr. Hong Chuan family, Mrs. W. W. Richardson and child.	
Shipping Report.	
Str. Wuchow from Cebu—Strong N.E. gales, and heavy thunder storms.	
Str. Hailan from Foochow—Light S.W. wind with occasional fog throughout.	
Str. Kansu from Tientsin—Had moderate S.W. wind, moderate sea, clear and cloudy weather.	
Str. Empire from Yokohama—Moderate S.W. winds, and fine weather throughout, foggy in Formosa Channel.	
Str. Eastern from Australian ports—Left Melbourne on 1st ult. and Sydney 20th. A call was made at the usual Queensland ports, and a departure taken from Port Darwin on the 2nd inst. Manila was reached on 10th, and after landing passengers and mail, etc., she left again at 11 p.m. same day and arrived at the Company's buoy Hongkong at 6 a.m. on 13th. Fine weather prevailed throughout, and the passengers spent a very agreeable time on board.	

Hongkong & Whampoa Dock Returns.	
H.I.G.M.S. Moewo... at Kowloon Dock.	
U.S.S. Monterey.....	"
Apenrade.....	"
Adamastor.....	"
Hinsang.....	"
H.M.S. Janus.....	"
Fatshan.....	"
Tak Hing.....	"
Lothian.....	"

Post Office.

1 Mail will close for:

Canton—Per Honam, 14th May, 7:30 A.M.
 Manila—Per Rubi, 14th May, 9 A.M.
 Manilla—Per Binondo, 14th May, 9 A.M.
 Hoioho and Haiphong—Per Hailan, 14th May, 9 A.M.
 Canton—Per Amoy, Straits and Rangoon—Per Pundua, 14th May, 2 P.M.
 Shangai—Per Foochow, 14th May, 3 P.M.
 Manilla, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Empire, 14th May, 5 P.M.
 Kobe—Per Glenarney, 14th May, 5 P.M.
 Bangkok—Per Takang, 14th May, 5 P.M.
 Shanghai—Per Eastern, 14th May, 5 P.M.
 Swatow, Amoy and Foochow—Per Hailan, 14th May, 5 P.M.
 Swatow and Shanghai—Per Fooching, 14th May, 5 P.M.
 Haiphong—Per Hailan, 15th May, 9 A.M.
 Swatow, Amoy and Tamsui—Per M. Struve, 15th May, 9 A.M.

M. Struve, Ger. s.s. 666, P. Brandt, 11th May, —Tamsui 8th May, Amoy 9th, and Swatow 10th Gen.—O. K.
 Paknam, Ger. s.s. 2,084, A. Denker, 10th May, Bangkok 3rd May, Rice.—B. & S.
 Progress, Ger. s.s. 687, F. Bremer, 10th May, —Hoioho 8th May, Gen.—S. & Co.
 Rubi, Br. s.s. 1,611, R. W. Almond, 9th May, —Manila 7th May, Gen.—S. T. & Co.
 Seward, Am. transport, 1,250, Croskey, 20th April, —Manila 16th April.
 Suisang, Br. s.s. 1,76, J. Young, 10th May, —Calcutta via Penang and Singapore 23rd April, Gen.—J. M. & Co.
 Taifu, Ger. s.s. 1,063, Ulberfelds, 10th May, Saigon 5th May, Rice.—Wing Sing.
 Takson, Br. s.s. 977, W. P. Baker, 11th May, —Bangkok 4th May, Rice.—J. M. & Co.
 Tartar, Br. s.s. 4,425, F. W. Evans, 29th April, —Vancouver via Japan 31st May, Gen.—C. P. R. Co.
 Theodor Wille, Ger. s.s. 2,386, Krutzfeldt, 11th May, —Hamburg via Singapore 17th Mar., Gen.—H. A. L.
 Tsintau, Ger. s.s. 1,002, O. Koch, 10th May, Bangkok 3rd May, Rice and Gen.—M. & Co.
 Tweeddale, Br. s.s. Milne, 16th April, —Moji 10th April, Ballast.—G. L. & Co.

SAILING VESSELS.

Algoa Bay, Br. br. 1,111, Tite, 4th Mar., Hongkong 15th Feb., Coal.—B. & S.			
Eclipse, Br. ship, 2,972, J. McBryde, 10th May, —New York 10th Dec., 1903, Case Oil—S. O. Co.			
Maria Le, Ital. br. 1,118, D. Ursu, 9th April, —Freemantle 7th Feb., Sandalwood—Order.			
Steamers Expected.			
Vessels	From	Agents	Due

Korea.....	Japan.....	P. M. Co.....	May 14
Indrapura.....	Mojie.....	P. & A. Co.....	May 15
Australian.....	Singapore.....	M. M.	May 16
Tsintau.....	Singapore.....	P. & O. Co.	May 16
Emp. of China.....	Vancouver.....	C. P. R. Co.	May 23
Kumsang.....	Calcutta.....	J. M. & Co.	May 21
Indrasamha.....	Portland.....	P. & A. Co.	June 6

Ships Passed The Canal.

Outward—29th April—Plantmar, Tilitan, Segura, 13th April—Schuykill, Sanda, 16th April—Calhau, Indramay, Tunkal, Courfield, Silverstip, 20th April—Vindobona, Elaine, Heimat, 23rd April—Australian, Nurture, Union, 26th April—Border Knight, Bambur, 27th April—Ceylon, Flinshires, 29th April—Jaya, Canda, Armand Béth, Béthu, 3rd May—Ambrilia, Princesse Marie, Si Kilan, Tauris, Zitzen, 6th May—Hélène Krickmar, Glaucia, Tuckwo, 10th May—Alesia, Louther Castle, Benarty, 14th May—Sotora, 3rd May—Albenga, Pak Ling, 6th May—Dioned, 10th May—Siliota, (Aus.) Sambia.			
Arrivals at Home—9th April—Palermo, 13th April—C. Ford, Ladis, Keumun, 16th April—Radnorshire, 20th April—Oanza, Moyna, 23rd April—Gtela, Sydney, 26th April—Maduf, 29th April—Sagami, Glaucus, 3rd May—Glenwood, Peleus, Roanoke, Afaz, Sikkima, Armand Béth, 4th May—Borneo, 6th May—Preussen, 10th May—Kongniberg.			
May 12th—May 13th	10 a.m. 4 p.m.		
Baometer.....	29.84	29.74	
Temperature.....	80	75	
Humidity.....	84	94	
Rainfall.....	—	—	

TWO CHOICE LINES FOR REFINED TASTES.

HAVANA LEAF CIGARS
MANUFACTURED IN HOLLAND.

INDUSTRIAS, packed in Boxes of 100.

\$6 per 100

PREDELECTAS, packed in Boxes of 50.

\$15 " 100

ANDALUZAS, packed in Boxes of 25.

\$30 " 100

\$6 per 100

VISITORS AT THE HOTELS.

HONGKONG.	
Anderson, J. A.	Katsch, E. A.
Anderson, Mr.	Kirchner, E.
Andrews, H. W.	Leggatt, E. A.
Baldwin, Mr. and Mrs.	Levy, A.
C. C.	Lewis, A. R.
Bardwell, Mr. & Mrs.	Macgowan, R. J.
Vladivostock, 7 a.m.	Mackie, C. Gordon
Nemuro, 6 a.m.	Malony, L.
Hakodate, 7 a.m.	Marriott, Dr. O.
Tokio, 7 a.m.	McAra, T. P.
Kochi, 7 a.m.	McVenie, Mrs. G. E.
Nagasaki, 7 a.m.	Meikle, Mr. & Mrs. E.
Oshima, 7 a.m.	Boggen, Mr. & Mrs. R. Miller
Naha, 7 a.m.	Bonner, E. A.
Ishigakijima, 7 a.m.	Borthwick, Mrs. R. W. Moore, J. H.
Weihsien, 9 a.m.	Morrill, J.
Hoioho, 9 a.m.	Newington, A. G.
Haiphong, 9 a.m.	North C. J.
Manila, 9 a.m.	Osborn, Mrs. F.
Swatow, 9 a.m.	Pattie, Mr. and Mrs. J. A. Pike, R. N., Lt. & Mrs. G. Popham, Mr. and Mrs. C. C. B.
Canton, 9 a.m.	Potter, A. G.
Hongkong, 10 a.m.	Deniston, G.
Victoria Peak, 10 a.m.	Dunlap, A. E.
Gap Rock, 10 a.m.	Erskine, E. P.
Macao, 10 a.m.	Forman, J. G.
Haiphong, 10 a.m.	Hains, Mr. & Mrs. J. J. Tan Bian Siang
Manila, 10 a.m.	Hervey, W. F.
Bacolod, 10 a.m.	Holland, Mr. and Mrs. Lam Ying Hoi
C. St. James, 10 a.m.	Skott, C.

PEAK.	

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Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th May, 1904, at 1 P.M., the Company's Steamship "POLYNESIEN," Captain Le Coispelier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 11th May, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th May, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN," Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 7th May, 1904.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory,
In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 15th August, 1903.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Consignees.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE Chartered H. A. L. Steamship

"THEODOR WILLE," Captain Krütsfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 12th May, 1904.

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 16th May, at 9.30 A.M.

All Claims must reach us before the 21st of May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 10th May, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 6 P.M. FRIDAY, the 13th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 12th May, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 8th May, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "OCAMPO," FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that General Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 7th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE REVENUE AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$6,500,000 \$250,000	\$1,417,360	Div. of \$1.10/- and bonus of 10/- exchange 1/8=\$22,994 for half-year ending 31.12.1903	64%	\$665 London \$64.10/- \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,872	\$1,059,926	\$32 for 1902	54%	\$550
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,138	Nil.	\$4 for year-ended 30.4.1903	64%	\$59 buyers
North China Insurance Company, Limited	10,000	\$115	\$5	Tls. 500,000 Tls. 31,850	Tls. 271,580	Final of 1/- making \$2 for 1902	...	Tls. 63
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	91%	\$125 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 \$50,000	\$10,551	\$15 for 1902	78%	\$100 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 for 1902	71%	\$305 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,561	\$349,047	\$6 dividend & \$1 bonus for 1902	84%	\$83 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$63,000 \$149,409 \$240,000	\$41,538	\$1 for second half-year 1903	104%	\$28
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$100,000 \$100,000	\$5,580	10/- for 1902	54%	\$105
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$31 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,000 \$71,850	Nil.	\$3 for year ended 30.6.1903	83%	\$66 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$7,750 \$400,000	\$337	{ \$1.20 { 60 cts. } for year ending 30.4.1903	33%	\$12 buyers \$21.80 & b.
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,750 \$18,000 \$10,153	\$33,648	\$5 for 2nd 1/4 year making \$13 for 1903	93%	\$135 ex div.
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$40,000 \$1,40				